

# The China Mail.

Established February, 1845.

Vol. XLII. No. 7222.

號五廿月九年六十八百八千一英

HONGKONG, SATURDAY, SEPTEMBER 25, 1886.

日八廿月八年戌丙

Price, \$2 PER MONTH.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. AGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. 3. GEORGE SERRAVALLO & Co., 30, Cannon Street, E.C. 4. GORDON & GORDON, Ludgate Circus, E.C. 4. BATES HERBY & Co., 37, Whitehall, E.C. 4. SAMUEL DRAKE & Co., 150 & 154, Leadenhall Street, E.C. 3.

PARIS AND EUROPE.—AMERSON PRINCE & Co., 40, Rue Lafayette, Paris. NEW YORK.—ANDREW WICK, 21, Park Place, N.Y.

SAN FRANCISCO, and American Ports generally.—BRYAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, Melbourne and Sydney.

CEYLON.—W. M. SMITH & Co., THE APOTHECARIES Co., Colombo. SINGAPORE, STRAITS, &c.—SAYLER & Co., Singapore. C. HINSHAW & Co., Malacca.

CHINA.—M. F. A. DE CHAZ, Singapore, Quilon & Co., Amoy, Wilson, Nanyang & Co., Penang, Hedges & Co., Shanghai, Lane, Crawford & Co., and KELLY & Co.

## Notice of Firm.

**NOTICE.**  
WE HAVE TO-DAY ESTABLISHED A BRANCH OF OUR FIRM AT THIS PORT.  
W. HEWITT & Co.

16, Bank Buildings, Hongkong, September 20, 1886. 1802

## Intimations.

**TENDERS.**  
FOR REPAIRS of the Norwegian Barque *HOTVID* will be RECEIVED at the Office of the Underwriter up to Noon, on THURSDAY, the 30th Instant. Separate Tenders are requested for:—  
1.—Masts, Spars and Iron Work, complete.  
2.—REPAIRS to Hull above Copper, and to New Boats.  
3.—STANDING RIGGING fitted complete, RE-RIGGING and RUNNING RIGGING.  
4.—ONE SUIT SAILS, complete.  
5.—DOCKING FOR EXAMINATION.  
6.—RE-COFFERING if required.  
For Particulars of the Work, apply to the Master on Board.  
The Underwriter do not bind themselves to accept the lowest or any Tender.  
MELOHERS & Co., Agents.  
Hongkong, September 22, 1886. 1823

**THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.**  
Hongkong, September 22, 1886. 1823

**NOTICE.**  
This Article No. 17 in the Articles of Association of the above-named Company will be held at the Registered Office of the Company, Pedder Street, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 13th day of October, 1886, at 12 of the Clock, Noon, when the subject of Resolution, which was passed at the Extraordinary General Meeting of the Company held on the 20th day of September, 1886, will be submitted for Confirmation as a Special Resolution.  
That Article No. 17 in the Articles of Association be altered by eliminating therefrom the figures \$100,000, where they appear twice therein and substituting for such figures, the figures \$150,000.  
JARDINE, MATHESON & Co., General Managers.  
Dated 20th day of September, 1886. 1800

**THE CHINESE INSURANCE COMPANY, LIMITED.**  
NOTICE.  
THE Transfer BOOKS of this Company will be CLOSED from the 23rd to the 30th Instant, both days inclusive. By Order of the Board of Directors, SAM'L J. GOWER, Secretary.  
Hongkong, September 15, 1886. 1779

**UNION INSURANCE SOCIETY OF CANTON, LIMITED.**  
NOTICE TO SHAREHOLDERS.  
NOTICE is hereby given that the Ordinary Yearly MEETING of the SHAREHOLDERS of the Society will be held at the Head Office, Hongkong, on SATURDAY, the 2nd Proximo, at 12 of the Clock, Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year 1885, and for the half-year ending 30th June, 1886.  
The Transfer BOOKS of the Society will be CLOSED from the 23rd Instant to the 2nd Proximo, both days inclusive. By Order of the Board, N. J. EDE, Secretary.  
Hongkong, September 20, 1886. 1814

**HONGKONG HOTEL.**  
THE Hotel is now prepared to SUPPLY PIONEER PARTIES, &c., with all Requisites on Moderate Terms.  
A. FONSECA, Assistant Manager.  
Hongkong, September 7, 1886. 1736

**CHINA AND JAPAN TELEPHONE COMPANY.**  
(HONGKONG EXCHANGE.)  
THE above Company is about to OPEN A BRANCH at this Port to be worked on the same principle as the SHANGHAI EXCHANGE, which has met with the greatest success since its establishment in Hongkong and China.  
Subscriptions for One Telephone is \$30 per annum, payable Quarterly in advance. ELIZABETH BELLA, &c., supplied.  
For full Particulars, apply to A. J. THOMPSON, Agent, CHINA & JAPAN TELEPHONE Co., Hongkong.  
Hongkong, September 22, 1886. 1827

**BRITISH NORTH BORNEO.**  
IT is hereby notified that for the present and until a GOVERNMENT OFFICER is appointed in CHARGE of the GOLD FIELDS, the Government reserve the full right of REFUSING PERMITS to EUROPEANS, AUSTRALIANS or AMERICANS to reside or work in the Segama Gold Fields District. By His Excellency's Command, L. B. VON DONOP, Acting Colonial Secretary.  
Sandakan, 26th August, 1886. 1824

**GRIFFITH'S NEW VIEWS OF HONGKONG.**  
ARE NOW READY.  
1, DUDDELL STREET.  
GRIFFITH & Co., MANUFACTURERS OF THE LONDON ENGRAVED WATERS, 1, DUDDELL STREET, Continue to Supply: SODA WATER, LEMONADE, CIGARETTES, RASPBERRYADE, &c., &c., &c.  
At the same Moderate Charges.  
Hongkong, June 9, 1886. 957

**APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the Balance of such Claims purchased on advantageous terms.**  
THE NATIONAL LIFE ASSURANCE SOCIETY.  
H. A. HERBERT, Manager, Hongkong Branch.  
Hongkong, May 31, 1886. 1066

## Business Notices.

### LANE, CRAWFORD & Co.

HAVE made special arrangements to RECEIVE CONSTANT SUPPLIES of **New Books.**  
Selected from the Works of the BEST AUTHORS, as they are published.  
**JUST RECEIVED.**  
THE HISTORY OF PENNSYLVANIA, by Thackeray.  
OUR SENSATION NOVEL, by McCarthy.  
SPOOKING, by Charles E. Leland.  
JAMES KAYNE, second series.  
UNDER THE RED FLAG, by Baddon.  
BAD TO BEAT, by Hawley Smart.  
STRUCK DOWN, by Hawley Smart.  
AUBREY, by Octave Feuillet.  
MOKRA, by E. L. Farjoun.  
A DRAMA IN MUSLIN, by George Moore.  
DELICIOUS TRAMPS, by E. F. Manning.  
CONTRIBUTIONS TO PUNCH, by Thackeray.  
MISCELLANEOUS ESSAYS AND SKETCHES, by Thackeray.  
FIRST PERSON SINGULAR, by Christie Murray.  
WE TWO, by Edna Lyall.  
THE GOLDEN DAYS, by Edna Lyall.  
THE VALLEY OF TROTTUR TREES, by Phil Robison.  
OLIVER'S BRIDE, by Oliphant.  
LOOSE REINS, by Wanda.  
MELANCHOLY, by Andrew Reid.  
GILBERT'S COMIC OPERAS.  
SOCIAL VICISSITUDES, by F. C. Phillips.  
A FIGHT FOR FORTUNE, by Du Boisgobey.  
A TERRIBLE COWARD, by G. Melville Fenn.  
LANE, CRAWFORD & Co. 1763

Hongkong, September 13, 1886.

### THE BON MARCHE.

(CHEAP MARKET.)  
ANNOUNCING THE STAG HOTEL (NEXT DOOR) CONSISTING OF A STOCK OF FANCY AND USEFUL ARTICLES, AT CASH PRICES, and Cash only.  
CIGARS, TOBACCOES, CIGARETTES, BOOKS, NOVELS, MUSIC, CLOCKS, and a varied Stock of Fancy GOODS of all kinds.  
BON MARCHE, next door to THE STAG HOTEL.  
Hongkong, September 8, 1886. 1739

### W. POWELL & Co.

EX STEAMSHIP NESTOR.  
NEW WINTER DRESS MATERIALS, OVER 350 PIECES.  
PRICE FROM 15 CENTS per Yard.  
W. POWELL & Co.  
VICTORIA EXCHANGE, September 14, 1886. 1774

### KELLY & WALSH, LD.

CALL ATTENTION TO THE FOLLOWING VERY CHEAP COLLECTIONS OF:  
**NEW VOCAL AND INSTRUMENTAL MUSIC.**  
SONG FOLIO.—116 of the Newest and Most Popular Songs.—\$1.00  
VOCAL FOLIO.—A collection of 83 Modern Songs not found in the Original Song Folio.—\$1.00  
DANCE FOLIO, Vol. I & II.—A collection of the Latest and Most Popular Dance Music.—\$1.00  
GALAXY OF SONG.—A collection of Late Popular Songs.—\$1.00  
WALTZ ALBUM.—176 Pages of the very best Modern Waltzes.—\$1.00  
FOLIO OF MUSIC.—New Waltzes, Polkas, Quadrilles and Dance Music.—\$1.00  
SONGS OF ENGLAND.—A collection of over 190 Old Standard British Songs.—\$1.00  
SONGS OF SCOTLAND.—All the Old Favorite Scotch Songs.—\$1.00  
SONGS OF WALES.—A collection of Standard Welsh Songs.—\$1.00  
SONGS OF FRANCE.—A collection of the best French Songs with French and English Words.—\$1.00  
GENUS OF ENGLISH SONG.—The best and most carefully compiled collection of Modern Songs published.—\$2.50  
SHOWER OF PEARS.—The only good collection of Modern Vocal Duets published.—\$2.50  
GENUS OF THE DANCE.—A capital selection of Good Modern Dance Music.—\$2.50  
GENUS OF STRAITS.—A selection of his best Waltzes.—\$2.50  
OPERATIC GENUS.—Beautiful Melodies from the Most Popular Operas.—\$2.50  
Hongkong, August 26, 1886. 1639

### ROBERT LANG & Co.

TO Meet the increasing requirements of our Business, we have leased the SHOP recently occupied by Mr. H. CAMPBELL, Hairdresser, and have opened up communication between it and our Original Premises.  
In making this intimation to our Customers, we would also inform them that our NEW AUTUMN STOCK is now being shown, replete in all the latest Styles and Materials, and Purchasers may rely upon obtaining from us, only Goods that are new and in good condition; all Stock that had deteriorated from any cause, whatever having been Sold at Auction a few weeks ago, as we do not consider it to our advantage to keep old Stock from year to year.  
From our practical knowledge of Tailoring, Shirt-making, and Gentlemen's Outfitting, to which we confine ourselves, we can ensure our Customers careful attention, good value, and punctuality in the fulfilment of orders.  
Hongkong, September 10, 1886. 1788

### Victoria Hotel,

Praya and Queen's Road Central, Hongkong.  
THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place. The ROOMS are spacious, well-ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large Dining Hall. The HOTEL also contains handsome and comfortable Reception, Reading, Billiard and Smoking Rooms. The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken.  
Messrs. DORABJEE & HING KEE, Proprietors.  
Hongkong, September 16, 1886. 1612

### HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.  
CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT of Business Contributed during the Half-Year ended 30th June, 1886, on or before the 30th September next, on which date the Accounts will be Closed.  
By Order of the Board of Directors, DAVID GILLIES, Secretary.  
Hongkong, August 30, 1886. 1068

### HONGKONG CRICKET CLUB.

THE GROUND will be OPEN for PRACTICE and LAWN TENNIS on MONDAY, the 27th Instant.  
Gentlemen desirous of proposing NEW MEMBERS will find Lists for that purpose in the HONGKONG CLUB and CRICKET PAVILION. The Opening Match '11 v. 22' will be played on the 1st and 2nd October. Interested PLAYERS will please sign their Names on the Lists, which are also lying in the HONGKONG CLUB and CRICKET PAVILION. ARTHUR K. TRAYNOR, Hon. Secretary.  
Hongkong, September 20, 1886. 1811

## Auctions.

### GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of SALE OF CROWN LAND by PUBLIC AUCTION, to be held on the Spot on MONDAY, the 27th day of September, 1886, at 4 p.m., are published for general information.  
By Command, FREDERICK STEWART, Acting Colonial Secretary.  
COLONIAL SECRETARY'S OFFICE, Hongkong, 11th September, 1886. 1753

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 27th day of September, 1886, at 5 p.m., by Order of His Excellency the Officer Administering the Government of One Lot of Crown Land, in the Colony of Hongkong, for a term of 75 years.  
Particulars of the Lots.

THE Underigned has received instructions to Sell by Public Auction, on **TUESDAY**, the 28th September, 1886, at 2 p.m., at No. 6, Mosque Terrace, THE WHOLE OF THE HOUSEHOLD FURNITURE, &c., comprising:—  
CREMONA-COVERED DRAWING-ROOM SETS, CUPBOARD, CHAIRS, CHIMNEY GLASS, CARPETS and HEARTH RUGS, DINING TABLE, SIDEBOARD, WARDROBES, CROCKERY, GLASS and PLATED WARE, SINGLE IRON BEDSTEPS, WARDROBES, CHEST OF DRAWERS, MARBLE-TOP TOILET TABLE and WARDROBE.  
One AMERICAN ORGAN, &c., &c.  
Catalogues will be issued. TERMS OF SALE.—As customary.  
J. M. ARMSTRONG, Auctioneer.  
Hongkong, September 21, 1886. 1818

## Shipping.

### DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.  
The Co.'s Steamship *Laiphoing*, Capt. A. Ashton, will be despatched for the above Ports on SUNDAY, the 26th Instant, at 4 p.m.  
For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.  
Hongkong, September 22, 1886. 1821

### CHINA NAVIGATION COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, VIA FOCHOW.  
The Co.'s Steamship *Taiwan*, Captain Cizeu, will be despatched as above on MONDAY, the 27th Instant, at 4 p.m.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, September 24, 1886. 1837

### OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
The Co.'s Steamship *Adelphi*, Capt. Anderson, will be despatched as above on MONDAY, the 27th Instant, at 4 p.m.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, September 24, 1886. 1841

### INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI VIA SWATOW.  
(Taking Cargo & Passengers at through rates for CHEFOO, TIENTSIN, NEW-CHOWANG, HANKOW and Ports on the YANGTSE.)  
The Co.'s Steamship *Kaitung*, Captain Young, will be despatched as above on MONDAY, the 27th Instant, at 4 p.m.  
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.  
Hongkong, September 23, 1886. 1829

### EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE, VIA SINGAPORE.  
(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)  
The Steamship *Menmuir*, Captain Thomson, will be despatched for the above Ports on THURSDAY, the 30th Instant, at 4 p.m.  
For Freight or Passage, apply to RUSSELL & Co., Agents.  
Hongkong, September 17, 1886. 1793

## Shipping.

### Steamers.

OCEAN STEAMSHIP COMPANY.  
FOR SHANGHAI VIA AMOY.  
(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHOWANG, TIENTSIN, HANKOW and Ports on the YANGTSE.)  
The Co.'s Steamship *Calcutta*, Captain Jackson, will be despatched as above on TUESDAY, the 28th Instant.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, September 20, 1886. 1808

FOR SINGAPORE, PENANG AND CALCUTTA.  
The Steamship *Tapan*, Captain T. S. GARDNER, will be despatched for the above Ports on WEDNESDAY, the 29th Instant, at 3 p.m.  
For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.  
Hongkong, September 24, 1886. 1840

### THE GIBB LINE OF STEAMERS.

FOR PORT DARWIN, QUEENSLAND PORTS AND NEW ZEALAND.  
(Destination WELLINGTON, where three Cargo for other NEW ZEALAND PORTS will be transhipped.)  
The British Steamship *Rosamond*, Capt. MORTIMER, will be despatched as above on THURSDAY NEXT, the 30th Instant, at 4 p.m.  
The Steamer has excellent Accommodation for First-class Passengers.  
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Managers.  
Hongkong, September 24, 1886. 1833

### FOR LONDON VIA SUEZ CANAL.

The Steamship *Claremont*, Capt. TAYLOR, will be despatched as above on or about the 30th Instant.  
This Steamer has superior First-class Accommodation for Saloon Passengers and carries a Doctor and Stewardess.  
For Freight or Passage, apply to JARDINE, MATHESON & Co. Agents.  
Hongkong, September 20, 1886. 1804

### SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG.  
The Steamship *Broomfield*, W. WARRING, Commander, will be despatched for the above Ports on or about the 2nd October.  
For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.  
Hongkong, September 21, 1886. 1819

### AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI AND TRIESTE.  
(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEBANT and ADRIATIC PORTS.)  
The Co.'s Steamship *Djemnah*, Capt. F. RADONICICH, will be despatched as above on SATURDAY, the 2nd October, at Noon.  
For further Particulars, regarding Freight and Passage, apply to the Agent of the Company, Praya Central.  
O. BAHRACH, Agent.  
Hongkong, September 17, 1886. 1701

### NOTICE.

COMPAGNIE DES MESSEAGERIES MARITIMES.  
PAQUEBOT POSTE FRANCAIS.  
The Co.'s Steamship *Djemnah*, Commandant Macé, will be despatched for SHANGHAI shortly after her arrival from Europe.  
G. DE CHAMPEAUX, Agent.  
Hongkong, September 24, 1886. 1838

### NOTICE.

COMPAGNIE DES MESSEAGERIES MARITIMES.  
PAQUEBOT POSTE FRANCAIS.  
The Co.'s Steamship *Menmuir*, Commandant Benoit, will be despatched for KOBE and YOKOHAMA shortly after the arrival of the Mail Steamer from Europe.  
G. DE CHAMPEAUX, Agent.  
Hongkong, September 24, 1886. 1839

## Shipping.

### Steamers.

NAVIGAZIONE GENERALE ITALIANA FLOREO & RUBATINO UNITED COMPANIES.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, PORT SAID, NAPLES, LEGHORN, GENOA, AND MARSEILLES.  
(Taking Cargo at through rates for all MEDITERRANEAN & LEVANTINE PORTS, ODDESSA & ALEXANDRIA, and also to NEW YORK & BUENOS AYRES (MONTVIDEO).)  
The Co.'s Steamship *Rubattino*, B. Rubattino, will be despatched as above on MONDAY, the 4th October.  
The Steamers have splendid Accommodation for Passengers and carry a Doctor and Stewardess.  
For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.  
Hongkong, September 23, 1886. 1830

### Sailing Vessels.

FOR NEW YORK.  
The American Barque *Annie W. Watson*, Duncan, Master, will load here for the above Port, and will have quick despatch.  
For Freight, apply to RUSSELL & Co.  
Hongkong, September 13, 1886. 1764

### FOR SAN FRANCISCO.

The 100 A.1. American Ship *T. F. Oakes*, Cluff, Master, will load here for the above Port, and will have quick despatch.  
For Freight, apply to RUSSELL & Co.  
Hongkong, September 6, 1886. 1722

### NOTICES TO CONSIGNEES.

FROM GLASGOW, LONDON, PENANG AND SINGAPORE.  
THE Steamship *Glenloch* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into Messrs. JARDINE, MATHESON & Co.'s Godowns, West Point, whence delivery may be obtained.  
Additional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. To-day.  
Cargo remaining undelivered after the 30th Instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co.  
Hongkong, September 24, 1886. 1835

### NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.  
THE Steamship *Prins Alexander*, Captain J. ECKERT, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Underigned for countersignature, and to take immediate delivery of their Goods from alongside.  
The Steamer is berthed at the Kowloon Piers and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.  
Optional Cargo will be forwarded on to SHANGHAI, unless notice to the contrary be given before 5 p.m. To-day, the 16th Inst. All Claims against the Steamer must be presented to the Underigned on or before the 26th Instant, or they will not be recognised.  
RUSSELL & Co., Agents.  
Hongkong, September 16, 1886. 1769

### NOTICE TO CONSIGNEES.

FROM LONDON, PENANG AND SINGAPORE.  
THE Steamship *Cambridga*, Captain J. WILKINSON, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Underigned for countersignature, and to take immediate delivery of their Goods from alongside.  
The Steamer is berthed at Kowloon Piers and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.  
All Claims against the Steamer must be presented to the Underigned on or before the 26th Instant, or they will not be recognised.  
RUSSELL & Co., Agents.  
Hongkong, September 16, 1886. 1799



## For Sale.

**WEN, FRICKEL & Co.**  
VICTORIA EXCHANGE,  
QUEEN'S ROAD CENTRAL.  
—10—  
**HAVE FOR SALE**  
THE FOLLOWING  
**STORES.**  
—0—  
EX AMERICAN MAIL STEAMER.

Smoked HAMS.  
Golden SYRUP in Gallon Tins.  
Assorted SYRUPS.  
COTTAGE TABLE FRUITS.  
ASPARAGUS.  
Queen OLIVES.  
Sausage MEAT.  
CAVIAR.  
Potted MEATS.  
MACKEREL in 5lb Tins.  
Eagle Brand MILK.  
Lamb's TONGUES.  
Green CORN.  
Baked BEANS.  
BROWN.

A LARGE ASSORTMENT  
of  
**COOKING AND PARLOUR**  
**STOVES.**  
AGATE IRON WARE COOKING  
UTENSILS.  
WOLFE IRONS.  
CHARCOAL IRONS.  
KEROSENE LAMPS.  
NONPAREL KEROSENE OIL.

**WINES, &c.**  
SPARKLING SAUMUR, Pils. & Qls. @  
\$11 and \$12.  
CUP CHAMPAGNE, Pils. & Qls. @ \$12  
and \$14.  
SACONNE'S SHERRY.  
SACONNE'S INVALID PORT.  
ROYAL GLENDEE WHISKY.  
AMERICAN WHISKY.  
OLD BOURBON WHISKY.  
HELMER'S CHERRY CORDIAL.  
ASSORTED LIQUEURS.  
DRAUGHT, ALE and PORTER.  
&c., &c., &c.

THE USUAL ASSORTMENT  
of  
**OILMAN'S STORES,**  
at the  
Lowest Possible Prices  
FOR CASH.

**MacEWEN, FRICKEL & Co.**  
Hongkong, July 1, 1886. 1203

**FOR SALE.**  
**JULES MUMM & Co.'s**  
CHAMPAGNE,  
Quarts.....\$20 per Case of 1 doz.  
Pils....." 2 " 2 "  
DUBOS FINE & de GIRON & Co.'s  
BORDEAUX CLARETS and  
WHITE WINES.  
Bartlett's Celebrated 'Barley Bree'  
WHISKY, \$74 per Case of 1 doz.  
GIBB, LIVINGSTON & Co.  
Hongkong, July 18, 1884. 1187

**SZE HOP**  
HAS FOR SALE SAI KUNG LIME of  
the Best Quality; always Ready on  
hand.  
**PRICE MODERATE.**  
No. 17, WING FOONG STREET,  
QUEEN'S ROAD EAST.  
Hongkong, July 26, 1886. 1443

**To Let.**  
**TO LET.**

**ROOMS in 'COLLIER CHAMBERS.'**  
Nos. 7 and 9, SEYMOUR TERRACE.  
Apply to  
**DAVID SASSOON, SON & Co.**  
Hongkong, July 29, 1886. 632

**TO BE LET.**

**FROM** the first of October, the Remain-  
ing Portion of THE NEW PRE-  
MISES, BANK BUILDINGS, immediately  
opposite the HONGKONG HOTEL'S main en-  
trance. The Ground Floor has Two Hand-  
some Plate-glass Show Frontages each of 40  
feet, and the Rooms of the First and Second  
Floors are airy, and some of them, excep-  
tionally large.

From the 1st of November.  
**'BREEZY POINT,'**  
ROBINSON ROAD.

Also, Now Ready.  
**GODOWN'S at WEST POINT,**  
LARGE and SMALL.

Apply to  
**SHARP & Co.**  
Hongkong, September 11, 1886. 1752

**TO LET.**

**FROM** the 1st September next, the Com-  
modious PREMISES known as the  
P. & O. Old Offices, lately in the occupa-  
tion of the HONGKONG & SHANGHAI BANK-  
ING CORPORATION.  
For further Particulars, apply to the  
Undersigned.

**E. L. WOODIN,**  
Acting Superintendent.  
Hongkong, August 21, 1886. 1614

**TO LET.**

**NO. 2, DOUGLAS VILLAS.** Posses-  
sion from the 1st July next.  
Apply to  
**DOUGLAS LAPRAKE & Co.**  
Hongkong, May 31, 1886. 1064

**TO LET.**

**A FIVE-ROOMED HOUSE at the PRAS,**  
Good TENNIS GROUND attached.  
Apply to  
**DENNIS & MOSSOP.**  
Hongkong, January 23, 1886. 123

## Intimations.

**NOTICE.**  
**A** LADY of great experience in the  
Management of Children wishes to  
take entire charge (or otherwise) of a little  
Girl, who could be brought up with her  
own, aged Aunt. Healthy country home  
about a dozen miles out of London. Edu-  
cational advantages, especially for Music.  
Parents living abroad would be assured that  
their little one would meet with every care  
and sympathy.

References kindly permitted to the Rev.  
Stora Turner, 11, Cannon Place, Hamp-  
stead, N.W.; Rev. E. C. Ince, Sanbury  
House, Watford, Herts.; Rev. and Mrs. H.  
W. Russell, Ashford, Kent; Editor, China  
Mail, Hongkong; and others.

Terms—According to requirements.  
Hongkong, July 28, 1886. 1416

**DENTISTRY.**  
**FIRST CLASS WORKMANSHIP.**  
**MODERATE FEES.**

**MR. WONG TAI-FONG,**  
Surgeon and Dentist.  
(FORMERLY APPOINTED APRENTICE AND LAT-  
TERLY ASSISTANT TO DR. ROBERTS.)  
At the urgent request of his European  
and American patients and friends,  
has TAKEN THE OFFICE formerly oc-  
cupied by Dr. Roberts,  
No. 2, DUDELL STREET.

**CONSULTATION FREE.**

Discount to missionaries and families.  
Sole Address  
2, DUDELL STREET,  
(Next to the New Oriental Bank.)  
Hongkong, January 12, 1886.

**NOTICE.**

**HONGKONG AND WHAMPOA DOCK**  
**COMPANY, LIMITED.**

**SHIPMASTERS AND ENGINEERS** are  
respectfully informed that, if upon  
their arrival in this Harbour, NONE of  
the Company's FOREMEN should be at  
hand, Orders for REPAIRS if sent to the  
HEAD OFFICE, No. 14, Praya Central, will  
receive prompt attention.

In the Event of Complaints being found  
necessary, Communication with the Under-  
signed is requested, when immediate steps  
will be taken to rectify the cause of dis-  
satisfaction.

**D. GILLIES,**  
Secretary.  
Hongkong, August 25, 1885. 1458

**THE HONGKONG AND KOWLOON**  
**WHARF, GODOWN AND CARGO**  
**BOAT COMPANY.**

**THE** Company will receive STEAMERS  
and SAILING VESSELS alongside their  
Wharves at Kowloon and Land, Beach,  
and/or Store GENERAL CARGOES, SILE,  
ORION, COTTON, GRAIN or MERCHANDISE in  
First-Class Granite Godowns at Cheap Rates.  
Also Coals in specially constructed Sheds.  
For the convenience of Commanders and  
Stowage the Company's launch Hongkong will  
convey to and from those wharves, FREE of  
charge, starting from the Poddar's Wharf  
EVERY HOUR from 6 a.m. to 5 p.m., and  
from the Wharf at Kowloon at the half-  
hour.

For further Particulars, apply to  
**W. KERFOOT HUGHES,**  
Agent,  
Poddar's Street.

Hongkong, February 17, 1886. 331

## Intimations.

**CHAS. J. GAUFF & Co.**  
Chronometer, Watch & Clock Makers,  
Jewellers, Gold & Silversmiths.  
**NAUTICAL, SCIENTIFIC AND**  
**METEOROLOGICAL**  
**INSTRUMENTS.**  
VOIGTLANDER'S CELEBRATED  
BINOCULARS AND TELESCOPES.  
BROUHE'S LIQUID AND OTHER COMPASSES.  
ADMIRALTY & NAVY CHARTS,  
NAUTICAL BOOKS.  
English SILVER & ELECTRO-PLATED WARE.  
Christofle & Co.'s ELECTRO-PLATED WARE.  
GOLD & SILVER JEWELLERY,  
in great variety.  
**DIA MONDS**  
—AND—  
**DIAMOND JEWELLERY.**  
A Splendid Collection of the Latest LONDON  
PATTERNS, at very moderate prices. 742

## To-day's Advertisements.

**ZETLAND LODGE.**  
No. 525.  
A REGULAR MEETING of the above  
LODGE will be held in FRERAMONS'  
Hall, Zetland Street, on MONDAY, the  
4th October, at 8.30 p.m., precisely.  
Visiting BRETHREN are cordially invited.  
Hongkong, September 25, 1886. 1847

**THE CHINA SHIPPERS' MUTUAL**  
**STEAM NAVIGATION COM-**  
**PANY, LIMITED.**  
**FOR LONDON VIA SUEZ CANAL.**  
(Taking Cargo at through rates to  
NEW YORK.)

The Co.'s Steamship  
*Kaima*,  
W. S. THOMSON, Com-  
mander, will be despatched  
as above on MONDAY, the 27th inst.,  
at 5 p.m.

For Freight, &c., apply to  
**ARNHOLD, KARBURG & Co.,**  
Agents.  
Hongkong, September 25, 1886. 1845

**THE CHINA & MANILA STEAMSHIP**  
**COMPANY, LIMITED.**

**FOR MANILA VIA AMOY.**

The Co.'s Steamship  
*Zamorada*,  
Captain HANSEN, will be  
despatched for the above  
Ports on TUESDAY, the 28th inst., at  
5 p.m.

For Freight or Passage, apply to  
**RUSSELL & Co.,**  
General Managers.  
Hongkong, September 25, 1886. 1844

**GERMAN BARQUE PAPA, Captain O.**  
**L. HERNE, FROM HAMBURG.**

CONSIGNEES of Cargo by the above  
Vessel are hereby requested to send  
in their Bills of Lading to the Under-  
signed for countersignature, and to take immediate  
delivery of their Goods from alongside.  
Cargo impeding the discharge will be at  
once landed and stored at Consignees' risk  
and expense.

**SIEMSSON & Co.,**  
Agents.  
Hongkong, September 25, 1886. 1843

**SHIPPING.**

**ARRIVALS.**

September 24, 1886.

*Papa*, German barque, 748, C. L. Henne,  
Hamburg May 20, General.—SIEMSSON & Co.

*Antoinette*, British barque, 884, Burjo,  
London May 20, General.—OBRIZ.

*Borneo*, Dutch steamer, 1,434, Wilkens,  
Amoy September 23, General.—JARDINE,  
MATHESON & Co.

September 25:—  
*Fushun*, Chinese steamer, 1,504, A.  
Crook, Shanghai September 22, General.—  
C. M. S. N. Co.

**Vessels Advertised as Loading.**

**SHARE LIST.—QUOTATIONS.**

September 25, 1886.

**Stocks.**

**BANKS.**

Hongkong and Shanghai Bank Corp. 60,000 \$ 127 all

North-China Insurance Co., Ltd. 5,000 £ 206 1/2

Yantai Insurance Company, Ltd. 8,000 £ 25 1/2

Union Insurance Society Co., Ltd. 10,000 \$ 25 1/2

China Traders' Insurance Co., Ltd. 24,000 \$ 83 3/4

Canton Insurance Office Co., Ltd. 10,000 \$ 250 1/2

Chinese Insurance Co., Limited. 1,500 \$ 1,000 200 1/2

Hongkong Fire Insurance Co., Ltd. 8,000 \$ 250 1/2

China Fire Insurance Co., Ltd. 20,000 \$ 100 20 1/2

**STEAMSHIP COMPANIES.**

H.K. O. and M. Steamship Co., Ltd. 4,000 \$ 100 all

Douglas Steamship Co., Limited. 20,000 \$ 50 all

Indo-China S. N. Company, Limited. 18,387 £ 10 1/2 10

90,000 shares issued. 31,212 £ 10 1/2 10

China and Manila S. S. Co., Ltd. 2,500 £ 100 all

**MISCELLANEOUS.**

H'kong & Whampoa Dock Co., Ltd. 12,500 \$ 127 all

H.K. and China Gas Co., Limited. 8,100 £ 10 all

New Shares. 1,900 £ 7 1/2

Hongkong Hotel Company, Ltd. 3,000 \$ 100 all

China Sugar Company, Limited. 9,000 \$ 10 1/2

Hongkong Tea Company, Limited. 5,000 \$ 25 all

Hongkong Battery Company, Ltd. 8,000 \$ 100 all

Luzon Sugar Company, Limited. 7,000 \$ 100 all

Pekin Tin Mining & S'ing Co. 5,000 \$ 50 all

Selangore Tin Mining Co. (S'hai). 2,500 \$ 100 all

Fumjong & Sanghie Duta Samatan. 40,000 \$ 10 1/2 5

Mining Co. 3,000 \$ 50 all

H'kong Rope Manufacturing Co., Ltd. 4,000 \$ 50 all

H. & M. Glass Manufacturing Co. 3,800 \$ 100 all

**LOANS.**

Chinese Imperial 1881. 8,565 £ 500 all

" " 1884. 2790 £ 500 all

" " 1884. 2790 £ 500 all

" " 1884. 2790 £ 500 all

Chinese Imp. (Ch. Bank Loan) 1885. 2790 £ 500 all

**Notes of Int.**

Chinese Imperial 1881. 8,565 £ 500 all

" " 1884. 2790 £ 500 all

" " 1884. 2790 £ 500 all

" " 1884. 2790 £ 500 all

" " 1884. 2790 £ 500 all

" " 1884. 2790 £ 500 all

" " 1884. 2790 £ 500 all

" " 1884. 2790 £ 500 all

" " 1884. 2790 £ 500 all

" " 1884. 2790 £ 500 all

## To-day's Advertisements.

**FROM LONDON.**

**THE BRITISH BARQUE**  
**ANTOINETTE.**

CONSIGNEES of Cargo by the above-  
named Vessel are hereby requested to  
send in their Bills of Lading to the Under-  
signed for countersignature, and to take  
immediate delivery of their Goods.  
Cargo impeding the discharge of the  
Vessel will be landed and stored at Con-  
signees' risk and expense.

**MELCHERS & Co.**  
Hongkong, September 25, 1886. 1842

**THE LEE YUEN SUGAR REFINING**  
**COMPANY, IN LIQUIDATION.**

**NOTICE** is hereby given that a General  
MEETING of the Company will be  
held on WEDNESDAY, the 27th of Octo-  
ber, 1886, at Three o'clock in the Afternoon,  
at the Office of C. EVANS, Solicitor, No. 45,  
Queen's Road, for the purpose of having the  
Accounts of the Liquidators laid before the  
Company and of hearing the explanation of  
the Liquidators.

Dated 26th September, 1886. 1840

**ANDREW JOHNSTON,**  
BARRY WATSON, LIQUIDATORS.

**Not Responsible for Debts.**

*Neither the Captain, the Agents, nor*  
*Owners will be Responsible for*  
*any Debt contracted by the Officers or*  
*Crew of the following Vessels, during*  
*their stay in Hongkong Harbour:*

ALEX. MCNEIL, American ship, Capt. G.  
W. David.—Messageries Maritimes.

ANNIE H. SMITH, American ship, Capt.  
R. B. Brown.—Arnhold, Karberg & Co.

BERRY SIMPSON, British barque, Capt. F.  
A. Brown.—Messageries Maritimes.

BORVIG, Norwegian barque, Captain Ch.  
Henriksen.—Melchers & Co.

GALATRA, British ship, Captain William  
Colville.—Borneo Co., Ltd.

GEORGE CURRIE, American ship, Capt. T.  
Spiegel.—Masters.

GRANDER, American ship, Captain T. H.  
Evans.—Melchers & Co.

HARVESTER, American ship, Captain Wm.  
Taylor.—Order.

HYDRA, German barque, Capt. C. Bing-  
—Stemson & Co.

J. H. BOWERS, American barque, Captain  
John A. Plum.—Chineses.

JOHN FAHEY, British ship, Capt. Thos.  
Ryan.—Messageries Maritimes.

RIBSTON, British barque, Captain Jas.  
Neave.—Jardine, Matheson & Co.

SARAH HOSIERY, American ship, Capt. A.  
Morgan.—E. L. Scollins & Co.

SENAWAY, British barque, Captain  
James Garrick.—Stemson & Co.

**SHIPPING.**

**ARRIVALS.**

September 24, 1886.

*Papa*, German barque, 748, C. L. Henne,  
Hamburg May 20, General.—SIEMSSON & Co.

*Antoinette*, British barque, 884, Burjo,  
London May 20, General.—OBRIZ.

*Borneo*, Dutch steamer, 1,434, Wilkens,  
Amoy September 23, General.—JARDINE,  
MATHESON & Co.

September 25:—  
*Fushun*, Chinese steamer, 1,504, A.  
Crook, Shanghai September 22, General.—  
C. M. S. N. Co.

**SHIPPING REPORTS.**

The Dutch steamer *Borneo* reports: Had  
fine weather, sea calm, winds N.E. force  
3, all sky looking.

The Chinese steamer *Fushun* reports:  
Had fresh N.E. wind and fine clear weather  
during the passage.

The British steamer *Namoa* reports:  
Left Foochow on the 22nd, and experienced  
fresh N.E. winds accompanied by high sea  
to Amoy. Left Amoy on the 23rd, and  
Saw on the 24th, heavy rain and high sea.

Light N.E. winds and fine weather; and  
from Swatow to port light N.E. air and  
fine weather.

**POST OFFICE NOTICES.**

**MAILS will close:—**

For SWATOW, AMOY & FOOCHOW.—  
Per *Haiyang*, at 8.30 a.m., on Sunday,  
the 26th inst.

For SWATOW & SHANGHAI.—  
Per *Yang Ching*, at 9 a.m., on Sunday,  
the 26th inst.

For SINGAPORE & NEW YORK.—  
Per *Port Jackson*, at 10.30 a.m., on Mon-  
day, the 27th inst.

For SHANGHAI.—  
Per *Shanghai*, at 2.30 p.m., on Monday,  
the 27th inst.

For FOOCHOW, SYDNEY, MEL-  
BOURNE, &c.—  
Per *Taiwan*, at 3.30 p.m., on Monday,  
the 27th inst., instead of as pre-  
viously notified.

For STRAITS AND LONDON.—  
Per *Kaisan*, at 4.30 p.m., on Monday,  
the 27th inst.

For SAIGON.—  
Per *Protos*, at 5 p.m., on Monday, the  
27th inst.

For NAGASAKI, KOBE & YOKOHAMA  
Per *Noromata*, at 11.30 a.m., on Tues-  
day, the 28th inst.

For AMOY AND MANILA.—  
Per *Emerson*, at 4.30 p.m., on Tuesday,  
the 28th inst.

**MAILS BY THE FRENCH PACKET.—**

The French Contract Packet *Yangtze*  
will be despatched on THURSDAY,  
the 26th September, with Mails for the  
United Kingdom, Europe, and places  
beyond, via Naples, to Saigon, Straits  
Settlements, Batavia, Borneo, Ceylon,  
India, Aden, Egypt, Malta, Gibraltar,  
&c., &c.

The usual hours will be observed in closing  
the Mails, &c.

**MAILS BY THE GERMAN PACKET.—**

The German Contract Packet *Necker* will  
be despatched on FRIDAY, the 1st  
October, with Mails for the United  
Kingdom, Europe and countries be-  
yond, via Brindisi to the Straits  
Settlements, Batavia, Borneo, Ceylon,  
India, Aden, Egypt, Malta, Gibraltar,  
&c., &c.

The usual hours will be observed in closing  
the Mails, &c.

**MAILS BY THE UNITED STATES PACKET.—**

The United States Mail Packet *San Pablo*  
will be despatched on SATURDAY, the  
2nd October, with Mails for Japan,  
San Francisco, the United States,  
Canada, Honolulu, Peru, &c., which  
will be closed as follows:—

2.15



Mr. T. Grog, Acting Chief Inspector of Police, has, we learn, been appointed Chief Clerk at the Magistracy.

The Shanghai Courier of the 20th instant contains a letter from a correspondent in which attention is drawn to a disgraceful state of affairs which exists in a European sailors boardinghouse called the 'American Home,' kept by a coloured man named Holmes. In the letter it is stated that 36 seamen are crowded into a room 18 feet by 12 feet, while sheep, hogs and chickens are quartered at the back of the house. As a consequence of this overcrowding and the insanitary surroundings, it is stated that cholera had broken out among the boarders. The letter also states that one man has died, one was just dying, while six other men were in hospital 'awaiting the results of the same malady contracted in the same domicile.' The Courier, in an article on the same subject, says the correspondent has by no means overstated the case, and adds that it is informed that within three days twelve men from the same house had been admitted into the hospital. The Courier naturally makes this a text for passing a number of strictures on the sanitary authorities. It is to be hoped there are no such man-traps in Hongkong.

It is scarcely a credit to the Colony that one of its principal thoroughfares, where perhaps the most business is done, should be littered over with hucksters' stalls and gambling tables, so that it is absolutely impossible to pass along the pavement, and one must go out into the boiling sun in the street if one wishes to make progress along the road. Yet such is the condition of the Praya Central, from Messrs Jardine, Matheson & Co.'s offices to the offices of the P. & O. Company. Time after time the attention of the authorities has been called to the matter; but with the exception of a flimsy show of exertion and a paltry fine now and again, the police seem to be inclined to wink at the obstruction and let passers by fight their way as best they can through hordes of gambling coolies squatted on the pavement. One of these flimsy efforts was made by the police to-day and three Chinamen were fined \$1.50 and one \$2 for obstructing the Praya. But doubtless to-morrow the place will be as bad as before, and the coolies and hucksters will remain unmolested for a month or two until a fresh outcry against the nuisance is made. Such paltry fines and such perfunctory interference by the police will never put down this evil. Steady systematic interference is the only means of clearing the obstructionists away and it is the duty of the police authorities to see that the constables energetically carry out such measures.

H. E. King, the new Tao-tai of Shanghai, took over the seals of his office on Saturday the 8th instant. All the local officials went to the yamen to congratulate him.

El-Beto de Shanghai, of the 19th instant, says that Mr. Yuen, the Chinese Resident in Corea, has been recalled, as we expected would be the result of Mr. Denny's visit to Tientsin. The same paper gives Mr. Wang Tsao, a member of the Hanlin, as his successor.—N. C. D. News.

CHINAMEN have already found their way to the Kimberley district, where their immigration is looked upon with apprehension. 200 Chinese recently on their way to Hongkong by steamer, were anxious to land there, but as soon as an inkling of their intention got abroad, the white miners went on board and told the Captain plainly that they would not have them landed. Should any Chinaman put in an appearance in that quarter, these miners will in all likelihood take the law into their own hands.—Straits Times.

THE West has been boasting for some time about its big five-masted Lake schooner, but it will soon be able to boast no longer. The same firm of shipbuilders, of Bath, Me., is now getting materials together for the first five-masted schooner for use on salt water. She will be the largest vessel with a fore and aft rig ever constructed, having a carrying capacity of 2,000 tons. It is said that the schooner will be built in a six-masted schooner, with a carrying capacity of 100,000 cases of oil.—New York Maritime Register.

According to the Politische of Vienna, an Egyptian officer coming from Kassala describes the condition of the insurgents as wretched in the extreme. On the other hand, Shudha Pasha, who is on the Egyptian frontier, has received information that the Mahdists have fallen in an engagement with the Emir of Darfur. The rivals for the Mahdi's post at once sprang up, one of whom was Osman Digma. The rebels have for some time past been out off from the sea-coast, the chief source of their ammunition. England, Egypt, and Italy, it is said, are combining together to blockade the strip of coast in question, and a convention is reported to have been practically concluded between the three Governments on this subject.

STEAMERS with disabled machinery and under the very limited amount of canvas spread by most of them are often placed in very dangerous situations. Their great length and small width make them clumsy at such times. Not apparently this is the case with the steamer 'Hesperus,' which acting independently were adopted there would be very little if any cause for anxiety for the steamer's safety. If one crank shaft was disabled the other could keep on work and good progress still be made on the voyage. Seldom, if ever, would it happen that both shafts would be damaged at the same time. This will no doubt yet become a feature of passenger steamers, and will be urged by competitors as an almost infallible means of safety to those vessels. In the saving of time and the expense with regard to salvage services, it would appear to justify the additional cost entailed upon the steamer. It points a way out of a difficulty in cases of disabled machinery at sea that steamship owners have not yet considered.—New York Maritime Register.

THE Patent Office authorities at Washington have reinstated Professor May's application to have the invention of the telephone registered in his name. If the Professor should establish the priority of his discovery, it would vitiate Bell's patent.

A BERLIN telegram of Aug. 13 says the Chinese Ambassador to England and Russia, Lia, has continued his journey to St. Petersburg. A correspondent in the Russian capital says that the Russian authorities shown to the Marquess Tsong on the occasion of his visit to Germany have aroused suspicions in political circles there. In the growth of an attachment such as is promised between Germany and China there is seen a fresh danger to Russia, and those who regard a German-Russian war as inevitable have already pictured Russia as menaced both west and east. This feeling of apprehension has found expression in the press, a portion of which is only too glad of any pretext which can be made to justify its unceasing attacks on Germany. The Pan-Russian organ observes:—'Had we only had among our diplomats in St. Petersburg men who knew the strength of Russia and who were sincerely attached to the throne, the Chinese Ambassador would have understood that Russia is more powerful than Germany, and that therefore, it would be better to make friends with Russia than with Germany. But our diplomats are mostly men who do not know Russia, and to us the forgetfulness of the Marquess Tsong is not at all incomprehensible.'

The German commercial world, as represented by one of its organs, entertains very anxious anticipations regarding the benefits it will derive from the establishment of the Russian Asiatic railways through Siberia and Central Asia. It is stated that for some years past Germany has been doing a large trade in the importation of the Caucasus, and that at present, owing to the increased reputation of her manufactures for cheapness and genuineness, it is no longer necessary to smuggle them into the country under the disguise of French and English brands, as was at first the case, and that they are now sold in the open market for what they really are. It is represented as beyond a doubt that the Transcaucasian Railway will tend to spread a knowledge of the superiority of German goods over all others among the peoples of Central Asia, to have hitherto languished in ignorance thereof, and that the industry and skill of the Fatherland will be able to drive all competitors out of field. Regarded from this point of view, it is only natural that the extension of Russian railways in the East should receive a cordial greeting in Germany.

LIEUTENANT-COLONEL Hope in a letter to the Times explains how it comes about that our heavy guns are 'rotten.' Being built up of thick coils of wrought iron, which are of elasticity and a high limit of elongation, wrapped round a comparatively thin central tube of hard steel, which has a very high limit of elasticity and a low limit of elongation, the necessary result is that from the first moment a shot is fired from one of these amazingly unscientific combinations, they begin to deteriorate, like an ill-assorted couple, hostile and refractory action. When the gun is fired the steel is now entirely dilated by the pressure, and permanently swollen by the heat. All goes well for that bout, provided the gun has been fairly treated. But when many successive shots are fired, and then the opposite qualities of the two materials, the plastic and the elastic, begin to operate. The steel tube returns to its original dimensions; the wrought iron coils remain distended, and cease to give the necessary support to the central tube, so much so that Colonel Hope affirms that 'the coils begin sliding about backwards and forwards when the temperature is suddenly raised by firing.'

This actually took place in the bombardment of (Mr Gladstone will not permit us to say of) Alexandria. The effect of this action was to shear the vents, which were no longer continuous. What are we to think of the scientific capacity of the gentleman who has the ordering and the making of our guns, when it is left to a critic whom they have tried to treat with contempt to point out such a glaring defect in the construction of our armaments? It is no longer continuous. What are we to think of the scientific capacity of the gentleman who has the ordering and the making of our guns, when it is left to a critic whom they have tried to treat with contempt to point out such a glaring defect in the construction of our armaments?

'FRAGRANT WATERS' MURMUR. That residents would be glad to see the Acting Colonial Secretary take a more decided place in the business of the Council.

That he was properly the mouth-piece of the Government regarding the Squatters and Interpretation. That the case against the Government was as good as made out, and that it is perfectly plain to all who will see that the interpreters have already been left too much to take care of themselves.

That something should be done to improve matters at once, and that competent men will be forthcoming if Government will only pay for their services. That in this instance cheese-paring cannot prove to be true economy. That the weight of years and the effect of unrequited public services must be telling upon the Senior Unofficial Member when he lets an important matter like the Cargo-bote Grievance drop out of sight. That the Lap-sap-wan Squatters' business has been fortunately arranged and settled with more discretion than at one time it was feared it would be.

That the squatters should not have been allowed to gather as they did, or to be placed where they were, or to remain as long as they did.

That the longer they remained, even in face of notices to quit which were never carried out, the greater their quasi-rights became.

That the mode of eviction, and the persons employed, were not the best that could have been employed.

That the Surveyor General, in his efforts to bear down all opposition, occasionally forgets that there are other Departments of Government in Hongkong besides his own.

That the Chinese, who were all squatters at one time, were encouraged to come here by the Government; and that, because there are black sheep in every fold, it does not follow that these people were all thieves.

That the German torpedo-boat has proved what can be done with craft of this description, and that we would be glad to see the boats promised to Hongkong.

That it was a piece of gallantry worth noting to bring such a craft out from Europe and up the China Sea in the typhoon season.

That many residents are now asking 'How are Pensions?' That the European Water Police deserve great credit for the persistent manner in which they are endeavouring to stamp out the sampans nuisance, and it is to be hoped success will finally crown their efforts.

That Mr. Mitchell-Lewis has done well to increase the fine imposed at the Police Court to \$5.

That even the Boatmen's Guild will get tired of forking out fifty Mexicans for each offence.

That the Chief Justice knew very well what he was doing when he passed sentence on Da Cruz, and had excellent reasons for giving the severe but richly-deserved sentence of ten years.

That rumour has it that Sir George Bowen has once more changed his mind, and that he will not again shed the radiance of his presence and the stream of his classical quotations upon us after all.

That rumour also has it that Hongkong is to be blessed with a much younger Governor.

That there seems to be a probability that the existing service of Home telegrams will be continued.

THE 68TH'S SWIMMING RACES. The swimming races and aquatic sports of the 68th Regiment came off this afternoon. The weather was splendid and there was a large turn out of spectators, both military and civil. Some of the races were keenly contested and evoked not a little excitement in the on-lookers. The band of the regiment played at intervals during the afternoon. Lieut. Col. Anderson and the officers of the Regiment were present and gave their hearty encouragement to the efforts of the competitors.

SHORT RACE. (2 lengths), open to private only. 1st prize, \$4; 2nd, \$2; 3rd, \$1.

This was a very interesting race. Seventeen private owners entered. In the first heat, Private Cooper, Dodd and Gibb had the

1st, 2nd and 3rd places respectively; in the second heat these positions were taken by McCarthy, Bell, and Holcomb. The final heat was a very close one, McCarthy, Gibb and Bell were almost in a line when they had got half the length of the bath on the way home. If anything McCarthy seemed to have the advantage, but about 10 yards from the goal, Cooper made a splendid hand over hand splash and came in about half a length ahead of McCarthy, Gibb being third. Time 1.30.

SHORT RACE. (2 lengths), open to Warrent and Non-Commissioned Officers only. 1st prize, \$4; 2nd, \$2.

Only three entered for this race, which was easily won by Lieut. Col. Biddell, Lieut. Col. Brewin being second. Time 1.23.

SWIMMING RACE. (4 lengths), open to the Garrison. 1st prize, \$4; 2nd, \$2.

There were six starters in this race—all men of the R. A. Gunner. Worley took the lead when the first length had been covered, and maintained this position till within half a length of the goal, when Master Gunner Long made up on him. Worley, who had swum steadily although not very gracefully, kept in line with Long till almost the end, when his rival by a few rapid strokes shot ahead of him. Gunner Nayler, who was third was a good way behind. Time 3.30.

RUNNING RACE. (2 lengths), open to Warrent and Non-Commissioned Officers only. 1st prize, \$4; 2nd, \$2.

A large number entered for this competition, and many of the competitors were rather indifferent divers but two or three made some graceful plunges. The first and second prizes were awarded to Private Everett and Private Cooper respectively.

LONG RACE. (round buoy and back). 1st prize, \$3; 2nd, \$1; 3rd, \$1; 4th, \$1.

This was a race from the side of the bath round a buoy attached to the bow of the Esprit about 250 yards distant. Fifteen entered. The tide ran very strongly towards the West and the competitors had to make a pretty long stroke before they could reach the buoy, and were in all very little short of half a mile. One or two dropped out of the race, but the most of the fifteen stuck out to the last. Private Cooper came in first, being about 30 yards in front of the others. The third was Private Seamus, who was about 50 yards behind the leader. Cooper swam very well. He lapped bravely against the tide and kept the straightest course. The time to the buoy was 4.30, and the time for the whole journey 9.10.

MEMBERS' RACE. (4 lengths handicap), open to Members of the Victoria Recreation Club only. One prize.

This was a handicap race. Six entered Messrs Saunders and J. Cook had 40 seconds. H. F. Hayler and F. Lammer, 30 seconds. J. Lammer 20 seconds and G. Grimbly 10 seconds. The race was long and a brave struggle was made by the rear to make their way to the front. Hayler was not long in overtaking the first two and managed to keep the lead to the end coming in about 10 yards in front of F. Lammer, who was second. Grimbly was third, and although he made up considerably he made a narrow escape of being next to the last. The time made by Hayler was 2.40, from his own start and of course 2.50, from the first start.

OFFICERS' RACE. (2 lengths). One prize. There entered for this race Lieuts. Bramble, Little, Metcalf, Parkin, Drew, Leard, Lloyd, Peal, Grogan, Vickers, Peddler, Louthier.

Lieuts. Bramble and Little made a good race for the first position, the former coming in first, covering the distance in 36 seconds. Lieut. Metcalf was third and the others were more or less in the rear.

HURDLE RACE. (clothes and boots to be worn). 1st prize, \$4; 2nd, \$2; 3rd, \$1.

The last race evoked perhaps more interest than any. The competitors had to contend with their clothes and boots on and had to get over four poles placed across the bath. About fourteen or fifteen entered, some of whom gave up before the close. Private Dodd won easily in 2.30, the second being P. Griffin and the third P. Tanner.

PIG AND POLE. The last event of all was the walking along a greased pole at the end of which was a basket containing a pig. Much fun was got out of the vain attempts to reach the end of the pole. One or two very near approaches were made, one of them being that of Lieut. Metcalf. The pig was finally carried off by Private Briscoe, who reached the end of the pole, and although he slipped as he was grasping the box, he managed to stick firmly to the pole and regained his position on the pole. The pig was liberated from its box and was loaded safely on terra firma.

THE DOUGLAS STEAMSHIP CO., LIMITED. The annual general meeting of the shareholders of the Douglas Steamship Co. was held this forenoon in the company's offices.

Those present were—Mr T. E. Davies (Chairman), Hon. F. D. Sassoon, Hon. A. F. McEwen, and Mr W. H. F. Darby. Directors, Hon. J. Bell-Irving, Messrs J. C. Cox, J. Gossman and J. Grant.

Mr Grant acted as Secretary, and read the notice convening the meeting.

The Chairman said—Gentlemen, the Report and Accounts have now been in your hands for some few days, and have no doubt received your attention, so with your permission, we will take the same as read. We have endeavoured to make the Report as full as possible, and therefore it will only be necessary for me now to trouble you with very few remarks. I may say that the Company's fleet has been well maintained, and the steamers are all in good order and condition; and it is not anticipated that any heavy expenditure will be necessary during the current year for the purpose of repairs. As to our present working I can only say that earnings remain upon a moderate scale, and that we are still somewhat under the adverse influences referred to in the Report of last year.

The Chairman is usually called upon to answer any questions shareholders may desire to put.

No questions being asked, the Chairman proposed that the Report and Accounts be presented be adopted and passed.

Mr Darby seconded, and the motion was carried unanimously. However, the Hon. J. Bell-Irving then proposed that the Hon. P. Ryrie, Hon. F. D. Sassoon, Hon. A. F. McEwen and Mr Darby be re-elected directors.

This was seconded by Mr Cox, and the motion was carried.

Mr Darby seconded, and Messrs Cox and Hunsbich were re-elected auditors.

This was carried unanimously.

The Chairman intimated that this was all the business and that the dividend warrants would be issued on Monday.

THE CHINESE CUSTOMS POSTAL SERVICE. The N. C. D. News publishes the following letter which it received from a merchant of standing at one of our outposts. The first paragraph will explain why it does not bear the name of any place:—

'I don't wish any letter appearing from this post on the subject of Post Office or Customs working. The employees of it can make their power felt in small ports, and consequently can give me great annoyances and trouble. As they have already too much authority and espionage over me, I cannot afford to let them know I am regularly in their hands, and shall have to submit to many vexatious rules and regulations, that at present we are free from. I thought then I would give you my own ideas and experience, so that you might form an opinion at least from one out of many on the subject. The Post Office has now been working for some years and has adopted in working it makes the Institution appear ridiculous to both foreigners and Chinese. Ask a Chinaman to see a letter for his own purpose and he will at once see the reasons are not hard to understand. Firstly, you are made to pay a high postage for the privilege of handing your letter to the Customs which the steamer companies will carry for nothing. Then the Customs will not deliver the letters to the steamer companies, they are only delivered to Customs employees. Just imagine a Chinaman or foreigner having to send a couple after the arrival of every steamer to see if he has any correspondence. If too early or too late the matter may lay over, and letters have been known to lay over several days, letters of importance during holiday intervals and at other times, and next even deliver if the house should be not even door the office. All Chinese and many of the foreigners in consequence make use of some of the native post offices which deliver times as fast as the Customs first. The British and other Consulates usually deliver the mail to all, and therefore we have no trouble on this side and it would be a pity to disturb existing arrangements. It has been a matter for wonder how a Customs Post Office can expect to succeed. The natives had they imitated these, or given some idea of how they would try their 'practice' hand in bettering them it would have been more assuring. We know now what to expect, and therefore trust Sir Robert Hart's system of gathering more power over foreigners in China will not be long.

P. S.—I think the Customs Couriers to Peking have been interfered with on more than one occasion and by this local officials. I speak only from memory, but fancy you will find upon enquiry that this is right. It is to be presumed that the natives of the districts complained of by the merchants would be remedied under any thoroughly organised system, but there would always remain, as we pointed out some days ago, the possibility of the mails being tampered with, and the officials charged with the performance of their duty would be free from all criminal responsibility.

On this subject, the Shanghai Courier of the 21st instant says:—

In view of the misunderstanding that apparently exists in the community on the Postal scheme put forward by China, it is desirable that some one meeting to the local authorities, accurate information should be given of the outline of the new scheme. We have taken the trouble to ascertain certain facts in connection with the project that our readers may be in a better position to comprehend the question on which they will be asked to express an opinion. From the inquiries we have made we are led to the conclusion that the Chamber of Commerce is mistaken in supposing, as its letter of the 31st August implies, that the first step would be merely the extension of the present Customs postal service to the ports of the coast, and the discontinuance of the Local Post Office. On the contrary, the first step contemplated with the extension, is to replace the Foreign Post Offices here and at the ports by a Chinese National Post Office, and as a commencement in this direction, the British and Japanese governments have agreed to withdraw their respective offices in China, and to come to an arrangement with the Chinese National Post office for the transmission of the China mails from and to existing termini by their contract services with Europe and the United States.

The Foreign Office's letter of the 16th August to the Council, simply requires that they will withdraw the Local Post Office and entrust the postal work to the Customs Postal Department, say in 1887 or later; and the fact, as stated in the Postal Commissioner's letter, that China has already entered into negotiations with the Japanese Government, and the other governments for the closing of their post offices clearly indicates that the establishment of the Chinese National Postal Service, to receive and despatch foreign mails, is intended to precede, or take place concurrently with, the abolition of the Local Post Office. The Council are not asked to surrender the Local Post Office before the Chinese service undertakes international work. As a matter of fact, the Customs Postal Service has no desire to take over the Local Post Office until its international work is well established, and, in the interim, the despatch and delivery of international mails would hardly be considered as an improvement on existing facilities, or of benefit to the community. The Customs Post-Office has for many years done a certain amount of international work, and still takes delivery of the Local Post Office mails at many ports.

So far as the Chinese postal negotiations have extended, no proposal has emanated from China involving the possible discontinuance beyond Hongkong of the present European mail service. Should such a contingency arise, it can only originate from Foreign Powers.

THE RUSSIANS IN MONGOLIA. 'October the Fourth,' a Tientsin correspondent of the N. C. D. News, writing on the 13th September, says:—The chief and grand lama of an aboriginal tribe, called by the Chinese the 'Soo-Poo Fan,' to whom the Chinese Government gave a large territory, said to be from 800 to 900 square miles, and adjoining the province of Ili, arrived recently in Peking. He was only accompanied by four attendants and seemed to have made a hasty journey across the country. On entering Peking he presented a plain appearance, and his name was 'Li Feng Yuen,' a department instituted by

the Manchur rulers of this Empire to supervise and control the Mongol Princes in the North of China, requesting that it should be immediately forwarded to the Throne. The memorial represented that the Russian had taken possession of the Lama's country and that on his demanding it back the Lama had replied that his (the Lama's) suzerain lord and master the Emperor of China had ceded the country, through the late Tao Chung Tang to the Russian Czar. The memorial asked if the Russian's assertions were true, and demanded that it be immediately sent to the Russian Czar, that H. I. M. the Emperor should either give him back his own or another country equal to the one which had been wrested from him. It also stated that the tribe of the 'Soo Poo Fan,' being much enraged at the Russian's had already prepared and armed themselves to fight the Russian Czar, and were further resolved that if no arrangement were made for them to recover their own, they would use their own independent means to drive out their northern foe. The Li Feng Yuen did not have the courage to present this outspoken sentiment to the Dragon Throne, and here the story stops. What will happen now no one can tell; but it gives us some idea of the sympathies of the people and of Russian politics and movements away off in that northernmost and to us almost unknown region of the vast boundary between the mighty Empires of the Dragon and the Bear.

THE FLOODS IN NORTH CHINA. The damage done by the recent heavy rain storms in the North is incalculable: much misery and death has resulted in consequence, especially among the poorer classes. The mud-built huts and patched-up houses of the penniless have been badly injured and even killed by the tumbling down of the roofs and the falling of the trees, the tracking paths of the river-men have been inundated, and the tired boatmen plod his weary way in slush and mud and water sometimes up to his waist, while now and then the body of a drowned man comes floating hideously down, unheeded by most and avoided by all. The roads to Peking from this place, never good at any time, are still not in a condition for cart travelling, and the Customs mail carrier, whose punctuality has hitherto done him much credit, had trouble in making his usual time. Already subscriptions are being raised among the natives to assist the sufferers from these floods, and many have come forward liberally with their contributions.

EXAMINATIONS AT PEKING. Many athletes have arrived in Peking to undergo their examinations for the third degree, but in gymnastic exercises, the candidates from the provinces of Kuangtung and Chihli, are considered more skilled. The examinations commence in the beginning of the ninth moon.

THE USE OF OIL ON THE SEA. The practice of using oil as a means of subduing the violence of heavy seas is extending. This practice should be encouraged. The instances are now sufficiently numerous to warrant the assertion that no shipmaster who does his duty will not use oil to prevent 'combers' from striking his vessel. At times the oil may fail to be of value. The chances, however, are almost all in its favor. It is unnecessary to point to the many cases in which it has been used with the greatest success. Among the many we need only use that in the case of the steamship Werra in order to convince those doubting Thomases who are still incredulous as to the great value claimed for it as a preventive of casualties. Captain Teant, of the British steamer Werra, which recently picked up at sea and towed into Boston the disabled German steamer Werra, says that on the evening of August 3 a strong W.N.W. gale prevailed, and heavy seas were constantly breaking over the bow of the Werra, endangering the lives and threatening the loss of the ship. Captain Teant caused an oil bag to be hung from each side of the Werra, and towed some distance astern, with the instant result of smoothing the sea about the disabled ship. The Captain and officers of the Werra gathered on the forecastle and looked on with interest at what the Werra was doing to accomplish such gratifying results. The next morning signals were exchanged on the subject, the Werra reporting that after the oil bags were hung out the vessel made much better weather, not a drop of water broke on board, and the ship was in all respects comfortable. This is simply additional evidence of the wonderful efficacy of oil in reducing the turbulence of the heavy seas that so often threaten a vessel's safety. It is but a few years ago that the practice of so using oil was almost entirely unknown. At the suggestion of the Maritime Register several experiments were made with oil with the most gratifying effect. Accounts of the experiments were widely published, inciting other shipmasters to make trials with the result that to-day the practice has become widely known, and it may be said, with hereafter be resorted to generally on all ships in cases of dangerous seas. It is to be remembered, however, that many shipmasters are yet unconvinced. It is necessary, therefore, to keep this matter persistently before the maritime public until every vessel will carry oil to be used in breaking down heavy seas and the prevailing fury of the waves which is now so frequent a source of disaster.—New York Maritime Register.

A GERMAN PORTRAIT OF PARNELL. From The Cologne Gazette.

The engine in the shape of a human being which fate has sent into the world to attempt the establishment of an Irish Parliament is Charles Stewart Parnell. All attempts to describe the least of his personality in any other way must be futile as long as no new facts of his inner life are discovered by which the colorless abstract of his being is brought closer to us. His person and his influence are among the most difficult problems of contemporary history.

After a long and arduous career, about him has been cast into the psychological melting pot, the result consists in nothing but limitations and negations. Imagination, unwilling to miss the outward attraction in the picture of a mighty man, seeks in vain for traits which would make him familiar and tangible to his follow-men. He is physically attractive, of pleasant social manners, or a favorite of women? Has he the gift of quick Irish wit, or is he a prominent artist or scientist? Nothing of the kind. No drawing room counts him among its visitors, no woman boasts of his acquaintance, no bonnet of his is ever repeated. He only allows himself so far that he says exactly what he wishes to say; of Irish eloquence which intoxicates itself by its own flow, and finally squanders its fire in a poetical riddle, not a trace is found in him. By nature he is fitted for anything rather than an Irish leader, and his very appearance reminds one of the hated Anglo-Saxon oppressor.

His toy exterior corresponds with his mental life. No mortal has yet been able to say that he is Parnell's intimate friend. Gambetta was this 'bachelor friend' of his companions; they dined together in shabby above and had to separate from each other. No Parnell. He watches his mind as if it were a fortress, and no one is allowed to

look through the windows of his eyes. His companions are as strange to him to-day as they were when they met for the first time. They are numbers, powers; he knows where to make use of them in his Parliamentary tactics, and beyond that all relations are broken off. His contempt for the unconscious secrecy has become his second nature, and his aversion to all social intercourse is carried so far that even the men of his party are often ignorant of his private residence. They are numbers, and numbers he intends them to remain, in order that two machine work of his system may not be interrupted. In loneliness and silence he goes his way, creating around him a desert at the edge of which his followers are patiently awaiting his behests. It is said that in his loneliness hours he occupies himself with mechanics, which occupation would be suitable to his apparent want of soul-life. The strange problem admits of many interpretations, but there is not one which is altogether satisfactory. There is no doubt that only a man who had put on a threefold armor could fight the battle of Parliamentary obstruction to the end—a man who with equal coolness defend himself from the attacks of importunate friends and savage enemies, who, in short, despised despite. It is said that the Jews crucified Christ because he was a Jew; perhaps Parnell would long ago have been sacrificed on the altar of changeable Irish public favor if he had been a hot-blooded Catholic Celt of burning, devoted vivacity.

Quotations. HONGKONG, September 25.

OPUM—New Patna, cash, 525/22 1/2. Old, cash, 510. New Benares, cash, 510. Old, cash, 500. Allowance, Telsa, 64. Old Malwa, cash, 540/550. Allowance, Telsa, 64/80. Persian, Oily, cash, 400/440. Allowance, Telsa, 16/24. Persian, Papered, 400/500. Allowance, Telsa, 16/40.

Exchange. HONGKONG, September 25.

On London, Bank, 3/24. On demand, 3/24. 30 days sight, 3/25. 60 days sight, 3/26. On Bombay, Bank, 225. On demand, 226. On Calcutta, Bank, 226. On demand, 226. On Shanghai, Bank, 72 1/2. On demand, 73. Gold Leaf, 100 fine, 532.65. Sovereigns, 56 1/2.

Temperature. (Taken at Messrs Falconer & Co.'s Premises, Queen's Road.)

BAROMETER—9 A.M., 30.000. Do, 1 P.M., 29.960. Do, 4 P.M., 30.000. THERMOMETER—9 A.M., 79. Do, 1 P.M., 83. Do, 4 P.M., 83. Do, (Wet bulb) 8 A.M., 74. Do, Do, 1 P.M., 74. Do, Do, 4 P.M., 74. Do, Maximum, 83. Do, Minimum over night, 78.

METEOROLOGICAL REGISTER. AT P.M. 25.20.96.

Barometer, 29.960. Temperature, 79. Humidity, .00. Direction of Wind, S.W. Force, 3. Weather, B. Windy.

HONGKONG OBSERVATORY, Sept. 25, 1886.

CHINA COAST METEOROLOGICAL REGISTER. SEPTEMBER 24.—AT 4 P.M.

Station. Time. Barometer. Temperature. Humidity. Wind. Force. Weather. Rain during previous 24 hours.

Manila, 23.81 84 72 S.W. 4 o 0.28. Haiphong, 23.75 86 45 N.E. 1 b —. Hongkong, 23.67 83 45 W. 1 c —. Amoy, 23.66 81 46 S.W. 2 c —. Foochow, 23.60 78 46 S.W. 2 c —. Shanghai, 22.90 71 64 N 3 c —. Nagasaki, 22.36 — NE 3 o —. Yokohama, 22.69 54 — 0 o —.

SEPTEMBER 25.—AT 10 A.M.

Manila, 23.89 84 80 S.W. 1 b —. Haiphong, 23.86 84 — NE 1 c —. Hongkong, 23.67 83 45 W. 1 c —. Amoy, 23.66 81 46 S.W. 2 c —. Foochow, 23.60 78 46 S.W. 2 c —. Shanghai, 22.90 67 74 N 1 b f —. Nagasaki, 22.01 — N.E. 5 o —. Yokohama, 22.69 52 68 N.E. 2 o —.

The barometer is rising except in Vladivostok. Gradients are moderate for N.E. winds. The temperature and humidity are moderate and the weather fine, except round the Sea of Japan.

W. D. DORRICK, Government Astronomer, Hongkong Observatory, September 25.

1. BAROMETER, reduced to 32 degrees Fahrenheit and to the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade in degrees Fahrenheit.

3. HUMIDITY, in percentage of



